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HONGKONG, TUESDAY, JUNE 8, 1909.

第廿月四年九第

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A. S. WATSON & CO. LTD.
Hongkong, May 1, 1907.

SPORTING.

Lawn Tennis.

At the Y. M. C. A. Tennis Club's courts yesterday Mr. Turnbull and Miss Hayward met and defeated Mr. E. le Breton and Miss E. Baker in the final of the mixed doubles handicap. The scores were 7/7, 7/6, 6/4. The losers were severely handicapped, having to concede two points in every game, and although they made a plucky fight the odds against them were too great.

In the gent's singles final T. Fuller faced H. C. Clements, the former receiving 30 points and the latter owing 15. A capital tussle ensued, but when Fuller was leading by two sets to one and the fourth was in course of progress play had to be abandoned by reason of failing light.

English Cricket.

A telegram to a Shanghai contemporary says that in the matches which took place on May 31 and June 1 and 2, Essex beat Derbyshire at Leyton by four wickets; Yorkshire defeated Lancashire at Manchester by 65 runs; Nottingham by an innings and 70 runs; and Somersetshire defeated Gloucestershire at Taunton by 186 runs. The matches between Worcestershire and Warwickshire at Worcester, and the Australians at Leicester, were drawn, and those between Middlesex and Kent at Lord's and Hampshire and Sussex at Southampton were abandoned.

CHINESE DECORATIONS FOR FOREIGNERS.

The following list of foreigners recommended for decoration, the Peking Daily News says, has been sanctioned by Imperial Edict:

PORTUGAL.

Councillor Alfredo Pereira Director General of Posts and Telegraphs, President of the International Telegraph Conference 1908—2nd class 3rd division.

ENGLAND.

Sir John Denison-Pender K.C.M.G., vice Chairman and Managing Director of the Eastern Telegraph Co., Director of the Eastern Extension Telegraph Co., etc.—2nd class 3rd division.

Mr. F. E. Hosse, General Manager of the Eastern Extension Telegraph Co.—3rd class.

Mr. W. Bullard, Manager in China for the Eastern Extension Telegraph Co.—3rd class.

DENMARK.

Mr. K. Suenon, Knight of the Bedchamber to the King, Director of the Great Northern Telegraph Co.—3rd class.

Mr. K. Gulsted, Engineer in Chief to the Great Northern Telegraph Co.—3rd class.

Mr. J. Petersen, Manager in China during 1900 for the Great Northern Telegraph Co.—4th class.

NORWAY.

H. E. The Minister of Foreign Affairs, Wilhelm Christopher Christoffersen—2nd class 1st division.

H. E. The Minister of Trade and Commerce, Lars Adolphsen—2nd class 3rd division.

H. E. The Minister of Public Works, Niels Ilsen—2nd class 3rd division.

JAPAN.

K. Komatsu, Director General Posts and Telegraphs—2nd class 3rd division.

Dr. S. Oi, Engineer-in-Chief Telephone Administration—3rd class.

A telegram to the *Okinawa Lloyd* says that the Board of Communications has sanctioned the agreement concluded between Messrs. Pauling and Co., and the Ansei Provincial Railway Company, which provides that Messrs. Pauling and Co. shall deliver all material which cannot be had cheaper in China, undertake all engineering work, and take part in the administration of the Company. A price limit has been fixed. Railway materials and engineering work must not be charged at higher prices than those that obtain on the Kiangsu, Kiangsu and Chekiang Provincial Railways. Interest must be paid on disbursements made by Messrs. Pauling and Co. at 4 per cent and loans are to be repaid after five and within fifteen years. After the surveying of the line, which has already begun, construction will be undertaken. A protest from Victor Tsiang against the sanctioning of the agreement has reached the Board of Communications.

Business Notices.

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DETAILED MAP OF THE PEAK.

Giving Name, Number & Location of each House.

PLAN of City from Pokfulam Road to Wanchai Road; Residential Roads, numbered to date 1908.
Small Scale Map of Island; Channels and Kowloon Point, locating Docks, Railway, Green Island, Cement Works, etc.

Corrections by E. A. MASSEY.
The above is cloth-bound case with pocket for Map, names (in English and Chinese with pronunciation) and location of principal Roads and Streets, Peak, City and Kowloon with Legalized Tariff for Chair and Ricksha-hire; Price \$2.00. Map alone \$1.00. To be had from CHINA MAIL, SOUTH CHINA MORNING POST, KELLY & WALSH, BRYCE & Co. and Tiao, Cook & Son, Hongkong, May 20, 1909.

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12th.....(MATINEE) 'THE DANDY DOCTOR.'
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15th.....'THE PRINCE OF PRILSON.'
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The Anglican Part 5.....\$1.00.

Behind the Veil in Persia and Turkish Arabia, by M. E. Hume. 13.50.

Napoleon's Marshalls, by R.P. Dunn. 9.00.

Stanford's New Map of China showing Treaty Ports, Railways and Telegraph Lines. 1.50.

French War Office Map of Canton. 1.25.

Map of the Sun On District, Roads, Paths, Railways, etc. Names in English and Chinese. 5.00.

Trade and Administration of the Chinese Empire, by H. B. Morse. 5.00.

Railway Enterprise in China, by P. H. Kent. 18.50.

The Far East Revisited, by A. G. Angier. 9.00.

The Face of the Earth (Das Antlitz der Erde), by E. Suess; Trans. by H. B. O. Sollas. Vols. 1 & 2. 40.00.

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Catalogue Illustra du Salon, 1909. 2.00.

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Servants' passages must be paid for.

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Care of 'CHINA MAIL' Office,
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Showing Kwong Chow-fu, Hongkong,
Wai, East and North Rivers.

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Custom Houses, etc.
Names in both English and Chinese.
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Size 55" x 40". Price of Rollers, \$5.00.
Folded, \$4.50.

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supply LABUAN COAL, of good
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TO LET.

Among the institutions which the revolu-
tion in Turkey has swept into oblivion is
that of the Pretorians or Janissaries, the
loyal guard that defended the Sultan and
constituted one of the great sources of his
authority. It is announced that in future the
Sultans of Turkey will not be permitted to
have a permanent bodyguard, but will be
surrounded by a force of Janissaries, who
will be liable to the constitution, and to
be liberty itself. A permanent bodyguard
of Turkey would be objectionable, but one
composed of Alaks would be intolerable.
Yet for 3,000 years hundreds of emperors
and sultans, and kings have depended for
the protection of their person upon a per-
manent bodyguard, and have refused to allow
their own countrymen, in their body-
guard.

AGENTS' PRETORIANS.
The Pretorians, or Janissaries, were a
body of men, who were recruited from
among the children of the Sultan, and were
trained in the art of war. They were
loyal to the Sultan, and were the only
force that could be trusted to defend him.
They were the only force that could be
trusted to defend him.

With the capture of Constantinople by
the Turks the Janissaries were displaced
by the Janissaries, an exactly similar
organization maintained by Mahomet II.
The Janissaries were a body of men, who
were recruited from among the children of
the Sultan, and were trained in the art of
war. They were loyal to the Sultan, and
were the only force that could be trusted
to defend him.

Curiously enough, this 'engine of op-
pression' devised for the purpose of
keeping the Sultan secure from the
dangers of his subjects, became the bulwark
of the Sultan, and more than once their
assassination of a despotic ruler was
justified by the people. In theory, the
Janissaries, being a force, would have
no particular sympathy for a Turk,
and being well paid and in possession
of unusual license himself, would listen
coldly to the cries of poor and oppressed
Mahometans. In practice he
was a despotic ruler, and he was a
despotic ruler, and he was a despotic ruler.

THE MASSACRE OF THE JANISSARIES.
But Mahomet felt that he would be a
mere puppet ruler so long as the Janissaries
remained, and began to mature a plan for
their destruction. It took years to develop,
but when it was complete the Sultan's
reason to congratulate himself upon it.
The Janissaries were provoked to revolt
and then were exterminated by the regular
forces that had been prepared for the
task. Some 25,000 were killed and the
others driven into exile. It was supposed
that this massacre ended the Janissaries
for all time to come, but in a few
years the institution was quietly revived;
and the last blow struck for outrage and
violence. Their end came at a moment
when their strength seemed greatest.
They had forced Sultan Selim to abdicate
and terrorized Constantinople. The new
Sultan, Mahomet II, was forced to pardon
these outrages before he could ascend the
throne.

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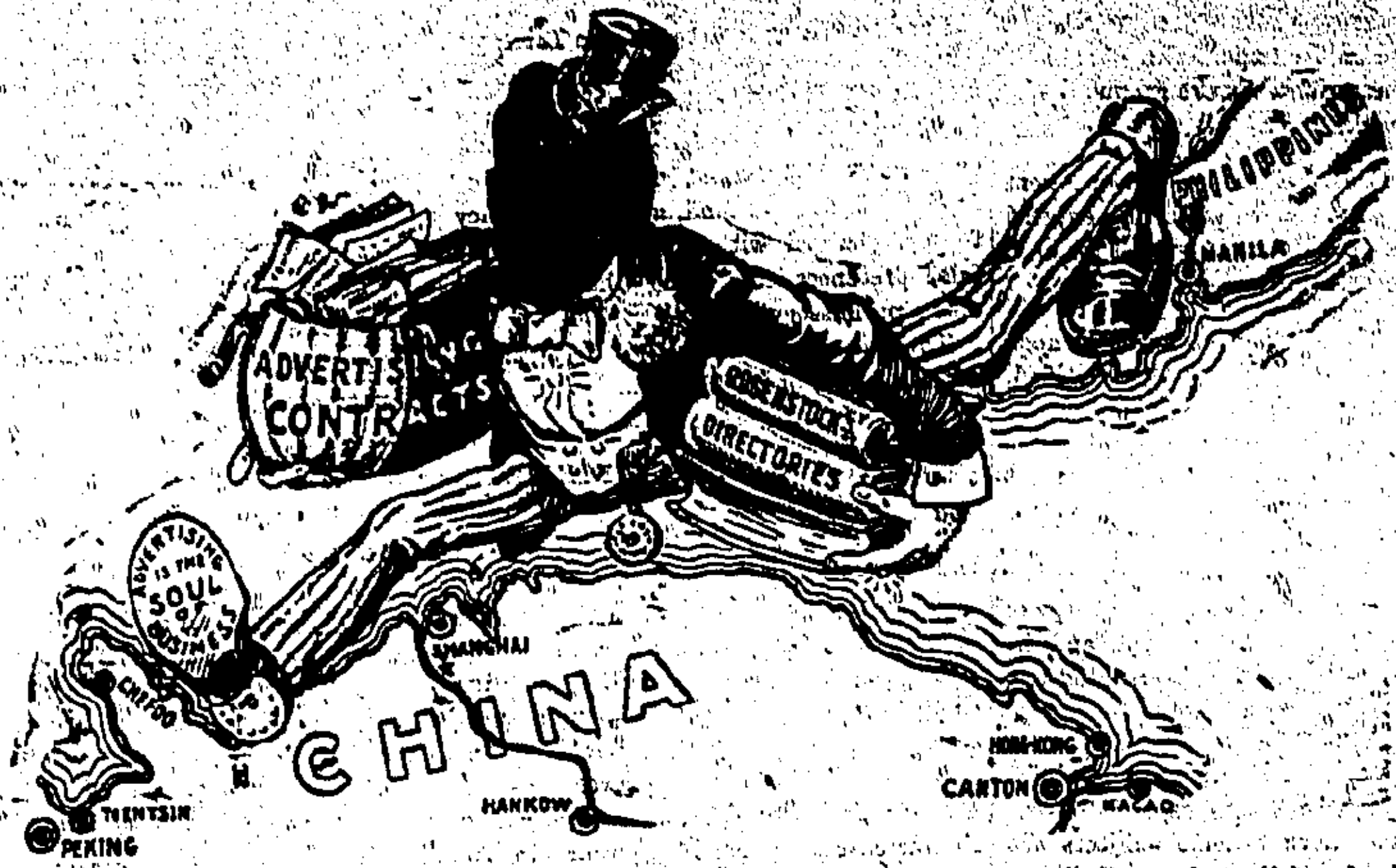
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Electric Light, hot and cold water throughout.
Billiard, Tennis, Croquet, putting
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Both Hotels electrically lighted and under
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GOUTS AND CHAIRS PROVIDED.
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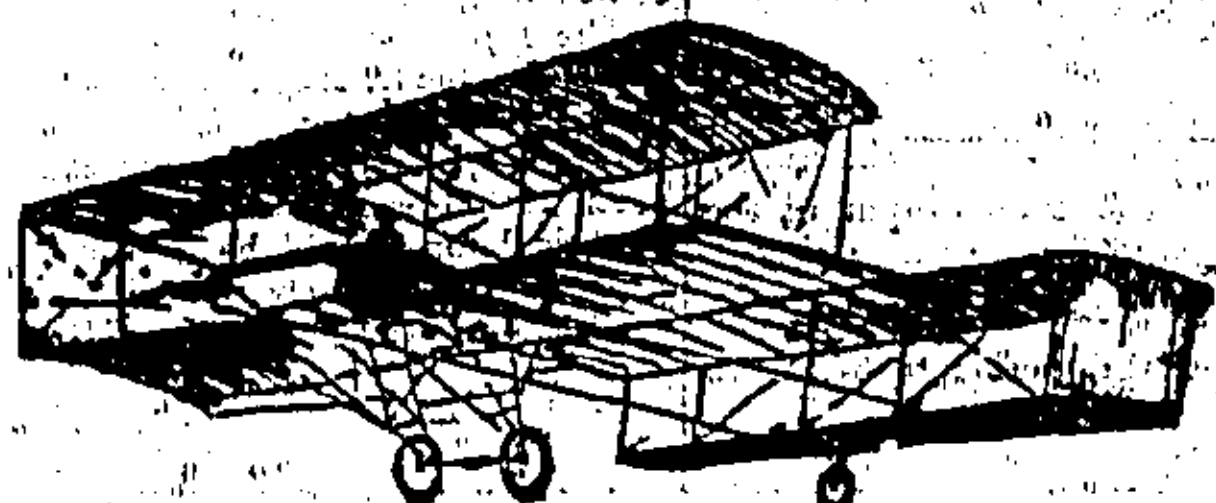
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Reprinted from the "CHINA MAIL."
Price 30 cents.

To be had at the "China Mail" Office,
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The Flying Man



Nerve Strain and Exhaustion—

Mr. Henry Farman's marvellous conquest of the air is another of those brilliant triumphs of nerve force and endurance which are made possible by the vitalising potency of Phosferine.

The master minds, the leaders of men, have ever been the foremost to esteem the energising efficacy of Phosferine, but the very importance and difficulty of Mr. Farman's historic achievement is the strongest possible proof of the supreme restorative qualities possessed by the greatest of all tonics. Mr. Farman expresses the warmest appreciation for the permanent staying power and resistance which Phosferine imparts to his nerve system, enabling him to withstand the severe strain of the unexpected risks and hazards of aerial flight.

Mr. Farman puts it on record that the very superabundance of energy imparted by Phosferine makes for mental and physical alertness, and this own case, prevents the ill health and effects of exposure, which would so greatly increase the risks of his experiments.

Stopped and entirely prevented.

Mr. Henry Farman, the marvellous "Flying Man," 22, Rue Avenue de la Grande Armée, Paris, writes:—"I am pleased to endorse the merits of Phosferine as a nerve tonic of the highest quality. As an aviator my nerve system is continually subjected to the severe strain of unexpected risks and hazards, but I have found Phosferine to be a splendid bulwark against all kinds of exhaustion. Your preparation imparts and stimulates a mental alertness and physical energy which has contributed immensely to the success of my aerial flights. Even the most careful calculations are apt to be upset by the effects of exposure, but in my case Phosferine has completely fortified me against all such evils. At the present time I am in excellent health and spirits, both sleeping and eating well, and this desirable condition is certainly due to Phosferine."—February 17, 1909.

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A PROVEN REMEDY FOR
Nervous Debility
Indigestion
Stomachic
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Phosferine has been supplied by Royal Command
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Price in Great Britain, bottles, 1/6 and 3/6. Sold by all Chemists, Stores, &c.
The 2/6 size contains nearly four times the 1/6 size.

ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR
All Functional Derangements of the Liver,
Temporary Constipation arising from Alcoholic
Beverages, Errors in Diet, (Excessive
or Drinking), Biliary Stagnation, Sick Headaches,
Giddiness, Oppression or Heaviness of the
Stomach, Vomiting, Heartburn, Sourness of
the Stomach, or Constipation. It is a
Refreshing and Invigorating Beverage,
Most Invaluable to Travellers, Emigrants,
Sailors, and Residents in Tropical Climates.

Dr. J. C. ENO'S Fruit Salt is a powerful
laxative, and is the most effective remedy for
all cases of constipation, whether arising from
indigestion, or from any other cause. It is
entirely harmless, and is the only remedy
which can be taken with perfect safety, and
without the least risk of injury to the system.
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risk of injury to the system.

Solely by Chemists and Grocers.

MILL LIFE IN JAPAN.

Mr. S. Yamamoto read an interesting
paper on "Life in a Japanese Cotton Mill"
before the members of the Textile Society
in the Manchester School of Technology on
the 15th April. He said—

There is a great difference in the methods
of working, English and Japanese mills.
The manager of a Japanese mill has more
to contend with than an English Manager.
He has not only to attend to the buying of
cotton and the selling of yarn, he has also
the housing, feeding, doctoring, and or-
ganising of his work people. In order
to get our work people we have to send a
kind of agent to collect operatives from
all over Japan. The agents receive from
the Company a certain price for each operative
supplied to them. The agents seek
the help of private employment agencies
who are not always "straight" as they
might be.

When we get the required number of
operatives they have no place to stay.
Besides, there is the danger that we
might lose the girls after all the difficulties
and the expense we have been put to.
Because when girls of a mill go to town to
do shopping or to amuse themselves, abduc-
tion often occurs. The agents sent by other
Companies to get mill girls wait and offer
the girls better conditions elsewhere. This
matter has come before the Japanese Cot-
ton Spinners' Association, but it still ex-
ists, consequently we have to keep the
operatives in a special home, the girls in
one quarter, the men in another. There
are fewer male operatives than females.
The numbers in a 52,000 ring spinning mill
with 1,400 looms would work out some-
thing as follows:—(1) Operatives living in
quarters: Male, 150; female, 2,500. (2)
Operatives who come to mill from home:
Male, 600; female, 750.

We let the girls go out of quarters at
every holiday, but always well looked after.
In the summer time, when there are
epidemics, we keep them in quarters alto-
gether. Then we have to amuse and enter-
tain them, for which purpose we have a
music-hall in the girls' quarters, and we
employ comedians, jugglers, bioscope, and
so on. We give them, too, lectures and
instructions in hygiene by means of lantern
slides. Some times in spring or autumn we
form an excursion party and visit a famous
place, we organise a picnic party, and amuse
them with all kinds of sports. Hospitals are
provided by the owners for their sick and
injured people, and private schools are
also provided for the children of the mar-
ried people. We give them moral instruc-
tions and teach them simple arithmetic,
writing, reading, sewing, etc. This is
advantageous to both sides. The advan-
tage to the Company is that when these
girls get home after their three years'
engagement their parents are quite pleased
with their cleverness, and tell it to their
neighbours. Then the neighbours send
their daughters or sons to the mill.

For the work people who have families
the Company supply houses rent free, but
the operatives pay a low local rate. The
girls and men in quarters pay for their
board to the Company, and this amounts
to about one-half of their wages. We let
the girls go home in the summer-time on
the birthday of Buddha, as they are mostly
Buddhists, and at that time they enjoy
themselves at home, as you do at Christmas,
and also sometimes we allow the operatives
parents to come to the mill and see their
daughters. We give them their expenses.

We have a co-operative store. The Com-
pany put so much capital down, and we
sell the daily necessities to the operatives
at low prices. We have also an organisation
for the working people themselves. Every
member pays one day's wages a month,
and the Company also give an equal
amount of money, and keep this as a
capital to help those who have met with
accidents or are ill over three days. In
some mills they give Old-age Pensions and
homes for old workpeople. There is a
Japanese Cotton Spinners' Association, but
there is not any kind of a Trade Union
for the operatives themselves, as you
have in England. I am quite sure there
will be some in the near future, but
the operatives themselves do not find it a
necessity at present. It seems to me they
are quite content with their condition,
and fortunately we have never had any
strikes, though there have been very serious
strikes in other branches of industry.

Generally there are two sets of work-
people, as we work day and night, so that
we require double the number of hands in
our mills. Day workers start at 6 a.m.,
and after two hours work they change
again with the night operatives. The shift
change places once a week in some mills
and every two days in others. It is on the
day that the cleaning of machinery is done.
The operatives have a holiday every chang-
ing day. Japanese mills are thus working
day and night seven days a week, twenty-
four hours a day, excepting on changing
days. There is no stopping for meals,
as the operatives go in batches to the
dining-room on the mill premises, which
is provided by the Company. Those who
live in quarters are supplied with their
meals by the mill, but those who do not
live in quarters bring their own food and
take it in the dining-room. In some mills
where there is no dining-room the meals are
eaten at the side of the machines in turn.
Smoking is also allowed in the dining-room,
and it is indulged in by both men and
women. It is quite common to find pipes
and tobacco on the machines attended by
girls. The dress of the operatives is the
"Kimono," with specially adapted sleeves,
so that they shall not catch in the ma-
chinery.

After going to work straight into the
questions of wages the lecturer summed up
as follows—
In English mills the girl attending 600
spindles in a 52,000 ring spinning mill, 700
of fifty-two working hours. This would cost
at 3d. per day, 14s. 6d. per week, 10s. 6d. per
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FOR	THROUGH	TO SAIL ON	REMARKS
SHANGHAI	DEWANEH	10th June, 1909	Freight and Passage.
LONDON, via Suez	DELHI	12th June, 1909	See Special Advertisement.
LONDON & ANTWERP	POONA	About 16th June.	Freight only.
SHANGHAI, MOJI, KOBE, MALTA, and YOKOHAMA	—	About 17th June, 1909.	Freight and Passage.

E. A. HEWITT, Superintendent.

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ARMAND BEHIC, GUIONNET, June 21, p.m.

MARSEILLES, via PORT SAID, REBOUT, June 22, at 1 p.m.

SHANGHAI, KOBE AND YOKOHAMA, ERNEST SIMONS, GUIONNET, July 5, p.m.

MARSEILLES, via PORT SAID, LANCHE, July 6, at 1 p.m.

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Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

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NEXT SAILINGS FROM HONGKONG

Outward: For Shanghai, Yokohama & Kobe, S.S. BRAHMA, 15th June.

S.S. SEIOVIA, 22nd June.

S.S. SEIOVIA, 29th June.

S.S. SEIOVIA, 6th July.

S.S. SEIOVIA, 13th July.

S.S. SEIOVIA, 20th July.

S.S. SEIOVIA, 27th July.

S.S. SEIOVIA, 3rd Aug.

S.S. SEIOVIA, 10th Aug.

S.S. SEIOVIA, 17th Aug.

S.S. SEIOVIA, 24th Aug.

S.S. SEIOVIA, 31st Aug.

S.S. SEIOVIA, 7th Sept.

S.S. SEIOVIA, 14th Sept.

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S.S. SEIOVIA, 28th Sept.

S.S. SEIOVIA, 5th Oct.

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S.S. SEIOVIA, 19th Oct.

S.S. SEIOVIA, 26th Oct.

S.S. SEIOVIA, 2nd Nov.

S.S. SEIOVIA, 9th Nov.

S.S. SEIOVIA, 16th Nov.

S.S. SEIOVIA, 23rd Nov.

S.S. SEIOVIA, 30th Nov.

S.S. SEIOVIA, 7th Dec.

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S.S. SEIOVIA, 28th Dec.

S.S. SEIOVIA, 4th Jan.

S.S. SEIOVIA, 11th Jan.

S.S. SEIOVIA, 18th Jan.

S.S. SEIOVIA, 25th Jan.

S.S. SEIOVIA, 1st Feb.

S.S. SEIOVIA, 8th Feb.

S.S. SEIOVIA, 15th Feb.

S.S. SEIOVIA, 22nd Feb.

S.S. SEIOVIA, 1st Mar.

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S.S. SEIOVIA, 15th Mar.

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S.S. SEIOVIA, 29th Mar.

S.S. SEIOVIA, 5th Apr.

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S.S. SEIOVIA, 19th Apr.

S.S. SEIOVIA, 26th Apr.

S.S. SEIOVIA, 3rd May.

S.S. SEIOVIA, 10th May.

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Shipping PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave HONGKONG	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi) (Days earlier)	Due at PLYMOUTH (London) (1 day later)
DELHI	June 12	MOULTAN	July 10	July 16
DEVAHWA	June 18	CHINA	July 24	July 30
ASSAYE	July 10	MALACCA	Aug. 7	Aug. 13
DELTA	July 24	MALACCA	Aug. 21	Aug. 27
DELHI	Aug. 7	MALACCA	Sept. 4	Sept. 10
DEVAHWA	Aug. 21	MALACCA	Sept. 18	Sept. 24
ASSAYE	Sept. 4	MALACCA	Oct. 2	Oct. 8
DELTA	Sept. 18	MALACCA	Oct. 16	Oct. 22
DELHI	Oct. 2	MALACCA	Oct. 29	Nov. 4
DEVAHWA	Oct. 16	MALACCA	Nov. 11	Nov. 17

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong or at time of booking.
In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave HONGKONG	Due at LONDON
POONA	June 16	August 15
NAMUR	June 23	August 22
SIMLA	July 7	September 6
MALTA	July 28	September 23
BALDWIN	Aug. 11	October 10
SYRIA	Aug. 25	October 24
SUMATRA	Sept. 8	Nov. 7
BORNEO	Sept. 24	Nov. 23

These Steamers call also at Singapore, Penang, Colombo, and at Malta, Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, apply to
E. A. HEWITT,
Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE. TO AUSTRALIA.

MAIL SCHEDULE. (SUBJECT TO MODIFICATION).

Steamers	Leave HONGKONG FOR AUSTRALIA	Leave HONGKONG FOR AUSTRALIA
EMPIRE	May 31	23rd June, at Noon.
EASTERN	June 28	21st July, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried. For further particulars, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light—Futon. Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila	June 12, at Noon.
KATIBO	2540	R. Rodgers	Manila	June 18, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

HONGKONG-BOSTON & NEW YORK AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON & NEW YORK, via PORTS
AND SUEZ CANAL.
(With liberty to call at the
MALABAR COAST.)

Steamship	TO ARRIVE
INDRANI	16th June, 1909.
ST. PATRICK	To be followed by About 18th July, 1909.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, May 24, 1909.

OSAKA SHOSHEN KAISHA. INAUGURATION OF NEW TRANS-PACIFIC LINE.

REGULAR SERVICE.
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.
(Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.)

Proposed sailings from HONGKONG for TACOMA, via Shanghai and Japan.
(Intercontinental Force of call:
Regular—Shanghai, Moji, Kobe and Yokohama.
Occasional—Manila, Keelung, Yokkaichi, Shimidzu, Seattle and Victoria, B.C.)
(Subject to Alteration)

Newly built Steamers	Tons	Captain	Sailing Date
TACOMA MARU	5,178 (gross reg.)	—	on Saturday, 3rd July.

SEATTLE MARU (already launched) and 4 other new sister ships to follow.
The steamers have fair speed; Special up-to-date appliances for cargo working; and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships, and a limited number of Cabin passengers carried at low rates. Electric Lighted and Steam heated.

For further information, apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.
T. ARIMA, Manager.
Hongkong, June 1, 1909.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST CLASS, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

Steamship	For	Leaving
HAIKUN	SWATOW.	WEDNESDAY, 9th June, at 10 a.m.
HAIOHING	AMOY & FOCHOW.	SATURDAY, 12th June, at 1 p.m.
HAITAN	SWATOW, AMOY & FOCHOW.	TUESDAY, 15th June, at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN LIJN REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of June.	SHANGHAI	First half of June.
TJILIWONG	JAVA	Do.	JAPAN	Do.
TJIPANAS	JAVA	Second half of June.	SHANGHAI	Second half of June.
TJIKINI	JAVA	Do.	JAPAN	Do.
TJIMAH	JAVA	First half of July.	SHANGHAI	First half of July.
TJIBODAS	JAVA	Second half of July.	JAPAN	Second half of July.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. Telephone No. 375.

YORK BUILDINGS, 1st Floor.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship
MINNESOTA -
25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain Chas. ARTHUR MONDAY, 2nd August, at Noon, 1909.
Calling at Manila, P.I., Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
SPACIOUS PASSENGER ACCOMMODATIONS—Saloon and Staterooms (all outside rooms), Main room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
Time-Table: Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe, and Nagasaki, without extra charge.
For convenience of country and foreign passengers, regular mail lines between Japan, China and Hong Kong.
For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.

Shipping FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to
Rangoon, Madras and Marseilles.
THE Steamship
CAPTAIN APJAR
Capt. G. R. Hume, will be despatched for the above Ports on THURSDAY, the 10th inst., at Noon.
For Freight or Passage, apply to
D. RASSOON & Co., Ltd.,
Agents.
Hongkong, June 4, 1909.

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship DELHI, Captain G. W. Gordon, M.R.N., carrying His Majesty's Mails, will be despatched from the Pier at HONGKONG, the 18th June, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mooltan, 10,000 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.
Silt and Valuable, all Cargo for France, and Tea for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 25th July, 1909.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further Particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, May 29, 1909.

SHIRE LINE OF STEAMERS, LTD. FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship
DENBIGHSHIRE,
Captain W. Bazzett, will be despatched at above on or about 15th June.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, May 29, 1909.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR
PIUMME and TRIESTE Direct, Calling at
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the
BRASSIA, BAH, BLACK SEA,
LEVANT, VENICE AND ADRICATICO PORTS.)

THE Company's Steamship
Captain E. FRANK FARDINAND
will be despatched at above on SATURDAY, the 26th inst., at Noon.
This Steamer has splendid accommodation for Passengers, Electric Light and central Heating and Staircases.
For information as to Passage and Freight, apply to
SANDER, WHEELER & CO.,
Princes' Buildings.
Hongkong, June 1, 1909.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY.

REGULAR FREIGHT SERVICE
TO SAN FRANCISCO, PANAMA, PERU,
CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call en route (thus affording a fast regular cargo service from China and Japan to San Francisco).

The S.S. **AMIRAL POUCHON**, 10,000 Tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 20th of July.
For further particulars apply to
MESSAGERS MARITIMES,
Agents at Hongkong.
Hongkong, April 14, 1909.

NOTICE TO CONSIGNEES. THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER SIMLA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that the Goods, with the exception of Optimum, Treasure and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 9th inst. will be subject to the 9th inst. of the Godown, where they will be examined on the 9th of June, at 9.30 a.m., or they will not be re-secured. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo on and off from Yantai, and will be despatched from Yantai on MONDAY, the 14th June, at 3 p.m. No Fire Insurance has been effected.
P. DE CHAMPAGNE,
Agent.
Hongkong, June 7, 1909.

IMPERIAL GERMAN MAIL LINE NORDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.
THE Steamship
FALZ-REGENT LUTFOLD,
having arrived, Consignees of Cargo are hereby informed that the Goods, with the exception of Optimum, Treasure and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 9th inst. will be subject to the 9th inst. of the Godown, where they will be examined on the 9th of June, at 9.30 a.m., or they will not be re-secured. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo on and off from Yantai, and will be despatched from Yantai on MONDAY, the 14th June, at 3 p.m. No Fire Insurance has been effected.
P. DE CHAMPAGNE,
Agent.
Hongkong, June 7, 1909.

THE COMMERCIAL LAW AFFECTIONS BANKRUPTCY LAWS IN HONGKONG.

With Special Reference to
PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN
HONGKONG.

Reprinted from the China Mail.
For Sale at the China Mail Office,
41 & 43, Wyndham Street.
Price, 25 Cents.

SOUTH MANCHURIA RAILWAY SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIRIN.

SUMMER SCHEDULE.

TERMINAL WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with the Dairen through Direct Steamer Service by the S.S. 'Robt. Muir' and 'Sakie Maru' (2,875 tons each) as follows:—

NORTH-BOUND.

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive—Dairen	Sunday	Monday or Tuesday
Leave—Dairen	Monday	Tuesday
Arrive—Changchun	Monday	Wednesday
Leave—Changchun	Monday	Wednesday
Arrive—Harbin	Monday	Wednesday

Connecting at Harbin with State Express for Moscow. Wagon-Lite from Moscow. State Express from Moscow. Wagon-Lite from Moscow.

SOUTH-BOUND.

Leave—Harbin (Russian Train)	Thursday	Saturday or Sunday
Arrive—Changchun	Friday	Monday or Tuesday
Leave—Changchun	Friday	Monday or Tuesday
Arrive—Dairen	Friday	Monday or Tuesday
Leave—Dairen	Friday	Monday or Tuesday
Arrive—Shanghai (Steamer)	Friday	Monday or Tuesday

* Russian Train time is 23 minutes earlier than S.M.R. time.
TICKET AGENTS.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Thos. Cook & Son.
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: 'Yamato') at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.
Fresh stock always on hand at Dairen and Nanchang Depot.
SOUTH MANCHURIA RAILWAY COMPANY, Dairen.
Tel. Add.: 'Manchuria' Code; A.R.C. 5th Ed., A1 & Lieber's.

THOS. COOK & SON. TOURIST, STEAMSHIP & FORWARDING AGENTS BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUIS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
Head Office for the Far East:
18, DES VUEUX ROAD, HONGKONG.
Hongkong, April 4, 1908.

Notice to Consignees NOTICE TO CONSIGNEES. STEAMER TOURANE. COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from Hongkong by the above-named Steamer, are hereby informed that the Goods, with the exception of Optimum, Treasure and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 9th inst. will be subject to the 9th inst. of the Godown, where they will be examined on the 9th of June, at 9.30 a.m., or they will not be re-secured. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo on and off from Yantai, and will be despatched from Yantai on MONDAY, the 14th June, at 3 p.m. No Fire Insurance has been effected.
P. DE CHAMPAGNE,
Agent.
Hongkong, June 7, 1909.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship 'Sookong' having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m., the 8th inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, June 3, 1909.

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